

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: launerb@crl.com (William H. Launer)
Subject: 10 Meter am frequencies
Message-ID: <v01530500ae688169b5af@[192.0.2.1]>

BA Gang

I have a Knight Safari I cb transceiver that I want to convert for 10 meter am operation. What are the commonly used am frequencies on 10 m? I've seen 29.00 mc mentioned as a common am frequency, but should I select that as "channel 1", or is am commonly used below, as well as above, 29.00 mc? The rig is a 23 channel synthesized unit; all I need to do is replace the tx and rx offset xtals and retune for 10 m.

Thanks,
73, Bill wb0cld

Bill Launer
St. Charles, MO
launerb@crl.com
wb0cld@wb0cld.ampr.org [44.46.66.25]
qrp-1 #279 qrp arc1 #3551
Grid Square EM48RT

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "michael d. ferraro" <ferraro@ix.netcom.com>
Subject: Re: 10 Meter am frequencies
Message-ID: <199609201826.LAA09985@dfw-ix8.ix.netcom.com>

Bill: the last time 10 was open on a "regular" basis a few years back, I noticed that most of the am group was between 29.000 to 29.200 but there may have been usage above 29.200. However I do not recall much AM activity below 29.000.

73's de k6zsr "mike in montecito"

> 10 m? I've seen 29.00 mc mentioned as a common am frequency, but should I select that as "channel 1", or is am commonly used below, as well as above 29.00 mc? The rig is a 23 channel synthesized unit; all I need to do is replace the tx and rx offset xtals and retune for 10 m.
> 73, Bill wb0cld

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: pmills@A.crl.com (Phil Mills)
Subject: ?? SLR-12B ??
Message-ID: <199609210025.AA05855@A.crl.com>

I have a tentative appointment to go look at two military receivers for sale. One is a BC342N and I pretty well know what that is. The other receiver is described as an SLR-12B and supposedly is about 2 feet wide, 1.5 feet high, and 1.5 feet deep approximately. Can anyone identify this and tell me a little about it?

thanks & 73,

Phil

Phil Mills, AB5TH **** Wanted -- Tek 3A1 plug-in *****
pmills@a.crl.com **** -- 1957 ARRL Handbook *****
713-992-5762
Friendswood, TX (south of Houston)

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: dvorkin@pcs.mot.com (Vlad Dvorkin)
Subject: ARRL 1956 Handbook
Message-ID: <199609201744.NAA06698@iron65.pcs.mot.com>

Attention someone who was looking for 1956 ARRL book.
I do have one. Will trade for any later (or earlier) book.

Please contact me directly at: dvorkin@pcs.mot.com

Regards,
Vlad
KB9OLM
ex. UA3ACR

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: frank_adams@onf.com (Frank Adams)
Subject: BA "Collecting"? Spare me..
Message-ID: <3998076829.82975063@onf.com>

Has anyone just up and given a BA to a friend who didn't expect anything? I just did this tonight with a baby BA, and it was more fun than anything I ever bought or sold in this fine hobby. Suggest you try it, when you think you're getting the dreaded "collector disease". Been laughing my *ss off all night! Next, I'm firing up NIB English glass-audio MP KT-88's in modulator

service..."and in this corner of the chassis, ladies and gentlemen, the stiff-lipped Mr. Mullard!"

: -)
Frank

--- OffRoad 1.0 unregistered

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: "Benjamin D. Hall" <bdhall@ghgcorp.com>
Subject: Re: BA "Collecting"? Spare me..
Message-ID: <32427F58.10A@ghgcorp.com>

Frank Adams wrote:

>
> Has anyone just up and given a BA to a friend who didn't expect anything?

Not yet! I had wanted to buy a Mosley CM-1(???) reveiver for my college roommate's birthday, as his last name is Mosley. Unfortunately, I couldn't find one that fit my budget.

What I have been doing is whenever I ship people tubes or stuff, I have been including little "extras". Like a few extra tubes, 10 turns pots from Tek scopes, you know, basically floor scrapings. Of utmost importance to me is making sure people are happy with the stuff. The folks have really enjoyed it, and it makes me feel good. I even included a pair of plain Sylvania 6DJ8's to the audio crowd who paid big dollars for the gold pin Sylvania 6DJ8's, asking them if they would do a comparison for me. Of course, my motives in this case are to get audiophile feedback saying that the plain tubes are just as good, and advertise this to the audiophiles, theyfore selling more and being able to buy more BA's! <snicker>

Yes, BA's are a sickness... Lived here nine months, no couch yet but do have many BA's.

Thanks and 73,
Ben

--

From the computer of	Collector of fine firebottle
Benjamin D. Hall, Houston Texas	equipment, as well as other things
BDHall@GHGCorp.com -or-	involving Earth, Air, Water, and
BHall@GP802.JSC.NASA.gov	Fire.

"When you clock the human race with the stopwatch of history, it's a

new record every time."

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Bob Duckworth <rmd@ka4ybr.netmha.com>
Subject: Re: BA "Collecting"? Spare me..
Message-ID: <199609201256.IAA10020@ka4ybr.netmha.com>

> > Has anyone just up and given a BA to a friend who didn't expect anything?

I'm collecting a HW101 today for expressly that purpose.
Henry knows tubes and is a ham but has no rig.
He was over here yesterday drooling over the SB101 (which doesn't work yet).
I found a mint HW101 with both filters, matching speaker, and power supply.
It's gonna be fun watching him open the box :-)
Ya'll will probably see him here on BA soon looking for a mic to go with it.

As an aside, if there are any time/frequency guys out there,
I have an interesting piece that I can't really appreciate.
It's an American Time Products (made under Wesstern Electric license)
type 2001-2 400Hz frequency standard. Uses two 6AU6 and has a xtal
buried away in a vacuum cannister (maybe it's a fork? but it's labeled
Y101). This unit is affixed to a chassis along with three other tubes.
The other tubes are 12AU7. Also on the chassis are two General Radio
tuned circuits (black boxes each about the size of a 1lb tea tin).
They are labeled 'tuned circuit type 1231-P2' and each has a toggle
switch with legend 400 <---cycles---> 1000. The 12AU7s appear to be
buffers for the 4 output lines.

If you've got a use for this thing, let me know.

-bob
WB4MNF

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: Spencer Petri <spetri@e-tex.com>
Subject: Balloon and antennas
Message-ID: <m0v49pK-0002F2C@e-tex.com>

Hello to those who worship glowing filaments,

Never tried it but a wire J would be a great balloon borne antenna. Stub
could be made from fine wire and the spreaders made from lightweight
plastics.(Loop couple to the stub. Works great.)

Natural gas is a soso balloon gas. Not much lift. When I was a kid we filled toy balloons with it.

I may be the only member on BA who has actual experience flying hydrogen filled balloons? In the mid-seventies we flew several such devices from Sicily back to the US. These were 32 million cubic feet balloons and flew at around 110,000 ft. with payloads of around 3000 lbs.

We also did experimentation with smaller hydrogen balloons to see what happened when set afire. They don't really explode, just burn rapidly. The big danger is being under it when it burns and getting rained with molten plastic.

I believe hydrogen filled balloons are illegal to use in the US at the present time. I know it is for large research balloons.

73 de Pete WA5JCI

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: balloon archives
Message-ID: <199609202302.TAA16865@itchy.mindspring.com>

Gang,

I have 6 who want the archive summary when I get it together later this weekend. If there are any others I will put your request into the special "balloon" mail box.

I got one message back that said: "US hams don't create enough hot air to keep balloons up".
He must be on another planet!

Dave K4JRB

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "Barry L. Ornitz" <u856010@eastman.com>
Subject: Balloon Lifting Gases (Safety)
Message-ID: <Pine.ULT.3.91.960920204733.13881C-100000@dua150.kpt.emn.com>

I have been trying to keep my comments on balloon assisted verticals

limited to private email but some folks have given erroneous information on the lifting properties of gases. Some have also suggested hydrogen which is a rather dangerous material to work with. Ben Hall gave some good information based on ideal gas behavior (which is fairly accurate at low pressures). [But Ben, the density of DRY air at 30 C is 1.1649 gm/l; I think your number was at 15 C. :-)]

For those that like to think in English units and want experimental values rather than theoretical ideal gas calculations, look at the table below (calculated from information by Airco Special Gases). I know this is a busy table but bear with me for a second. [And Jack, I hope to get to the Boatanchor part later.]

Material	Symbol	Molecular Wt.	Specific Vol. ft**3/Lb	Density Lb/ft**3	Specific Den. w.r.t. Air
Air		28.96	13.3	0.07519	1.0000
Acetylene	C2H2	26.04	14.7	0.06803	0.9048
Ammonia	NH3	17.03	22.6	0.04425	0.5885
Carbon Monoxide	CO	28.01	13.8	0.07246	0.9638
Deuterium	D2	4.03	96.0	0.01042	0.1385
Ethane	C2H6	30.07	12.8	0.07813	1.0391
Ethylene	C2H4	28.05	13.8	0.07246	0.9638
Helium	He	4.00	96.7	0.01034	0.1375
Hydrogen	H2	2.02	192.0	0.00521	0.0693
Methane	CH3	16.04	23.7	0.04219	0.5612
Neon	Ne	20.18	19.2	0.05208	0.6927
Nitrogen	N2	28.01	13.8	0.07246	0.9638
Oxygen	O2	32.00	12.1	0.08264	1.0992
Propane	C3H8	44.10	11.4	0.08772	1.1667

You would certainly not want to use most of these materials for safety reasons, but consider the specific densities with respect to air. Several gases are lighter than air (sp.den. <= 1.0000). However, what is really important is the difference in their density and the density of air. This difference tells you how much lift a cubic foot of that particular gas provided.

Yes, hydrogen is a lot lighter than helium, but the lift it provides is about 0.07 pounds/cubic foot versus the slightly less than 0.065 pounds/cubic foot of helium. Methane (natural gas, not bottled gas) provides only 0.033 pounds/cubic foot lift.

Now consider the safety aspects. Someone else mentioned the Hindenberg and very rightly so. Hydrogen is pretty dangerous to fool with. Methane only provides half the lift and it too is quite dangerous. Ammonia is pretty toxic in addition to being flammable, and don't even THINK about using acetylene. HELIUM is the ONLY _safe_and_practical_ lifting gas for hams to consider when making balloon antennas.

Now for the Boatanchor part... Why did the military use hydrogen generators for emergency antennas such as the Gibson Girl? The reason is simple. Hydrogen is fairly easy to make chemically. I think the gas generators used lithium hydride that produced hydrogen as soon as water was added. You could get a lot of hydrogen from a small canister of hydride. A cylinder of helium large enough to hold an equal amount of gas would weigh considerably more and be dangerous enough in its own right. The lithium hydride was fairly safe as long as it remained dry. Safety of the downed airman around the hydrogen generator in use was considered an acceptable risk compared to the added weight of a helium cylinder. While authentic hydrogen generators are available surplus, I would advise against using them. Helium does an almost equal job while being safe. It is not too expensive either, but remember you need a BIG balloon to carry much weight.

If you do experiment with balloon antennas, remember to use a section of string or such between the antenna and the balloon. This material should break at a much lighter load than the antenna wire. If the balloon gets loose, it won't be dragging a conductor to wreak havoc when it descends.

73, Barry L. Ornitz WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: KA9EGW@aol.com
Subject: balloons--gas for
Message-ID: <960920023755_526403663@emout15.mail.aol.com>

propane and natural gas will lift, too, and are marginally less volatile than hydrogen...and a lot cheaper and readily available. I wonder what a mix of natural gas and CO2 would result in?

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: DEE ALMQUIST <SOUNDNMIND@rica.net>
Subject: BAUER TX SOLD
Message-ID: <19960920133545562.AAA153@har-dialin-31.rica.net>

The Bauer TX has found a home in Lexington, Ky. Thanks to all that responded.
Dee, W4PNT

PATTY AND DEE'S MARINA, COLLECTORS OF BOATANCHORS ETC.

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: wi2p@VNET.IBM.COM
Subject: Cabot, home for homeless
Message-ID: <199609201311.IAA03659@uro.theporch.com>

>Some Coast Guard inspectors recently boarded the Cabot in New Orleans. They
>found homeless people living in the skipper's quarters (not a bad crib).

When the Cabot first came into New Orleans, many of the Association members took "tours of duty" standing firewatch as required by the CG and NO Port Authority. This went on for nearly two years. I had a chance to stay in those quarters (not his sea cabin in the island, but his main cabin off the hanger deck) while I was there in the late 80's. We were taking tours of one to two weeks at a time. What a vacation! While pulling this duty you were considered the "Master of the Ship", so for a short while I, a former lowly reserve Lieutenant(0-3), was "Captain" of an aircraft carrier!

>A local American Legion mortgaged their lodge to contribute to the
>project, and lost the money.

Yes, an American Legion (in Gretna maybe?) supplied quite a bit of money from their Bingo activity (as in around 1 million dollars, Bingo is very good!) to help berth the ship and prepare her as a museum. A commercial agent took over to make this happen. The agent apparently made off with quite a bit of the money, after stripping the ship of many valuable articles (supposed to be sent for restoration but apparently were sold) and then defaulted, leaving everyone out of their money and control of the Cabot in question. At this point, one of the lien holders wants to scrap the ship to recover its money while the city of Chigago wants to obtain her to add to its maritime museum collection. Obviously we hope Chicago will prevail. Due to the problem of not knowing who controls the ship the law won't let us on her anymore to keep the homeless etc off her and at least try to keep her clean and pump the bilges. So there she sits.

>Are there any BA's left on the Cabot as she sits?

No, Radio Central and the original transmitter shack had been stripped before her last voyage to New Orleans. She had some modern gear installed for the trip "home". However, all the cabling etc was there just as it was in 1943. All it would take is to find the right gear and slip it in place. Most of the modern gear was removed by the commercial agent and that gear "disappeared". I did manage to liberate an original set of earphones (leather straps etc) dated 1942, which I now use all the time at home.

73 Ray WI2P Apalachin, NY

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: "Chuck Rippel" <crippel@exis.net>
Subject: Classic Exchange??
Message-ID: <199609201212.IAA03208@marlin.exis.net>

When is the next Classic Exchange? The last one saw an ice storm the likes of which this area has never seen which pre-empted my operation in the exchange.

I sort of remember seeing something about 2 per year. Is that correct?

Thanks es 73

+++++

Chuck Rippel Real Radios Were Made in
crippel@exis.net Cedar Rapids, Iowa

+++++

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: Classic Exchange??
Message-ID: <01I9PHNOFKG00008EZ@ACS.EKU.EDU>

Glad you mentioned it, Chuck - time for a reminder to the list anyway... CX is almost upon us, and we want to hear a whole BUNCH of you BA guys on the air for it.

CX has been happening since January '75 or '76, as I recall, and there are indeed two a year: first Sunday in February and the last Sunday in September.

If any of you want the full announcement (and do not have the Sep QST to check - think it is in ER too), let me know e-mail direct and I'll send it to you.

The CLASSIC EXCHANGE will run from 1900 UTC Sunday, September 29, to 0400 UTC Monday, September 30, 1996. Exchange your name, RST, QTH (state/province for US/Canada; country for DX), receiver and transmitter type (homebrew send final amp tube or transistor), and other interesting conversation. The same station may be worked with different equipment combinations on each band and on each mode. On CW call: CQ CX; on phone call: CQ Classic Exchange. Non-participants may be worked for credit.

Suggested frequencies:

CW: 3.560, 7.060, 14.120, 21.180, 28.240

Novice/Tech Plus: 3.695, 7.120, 21.180, 28.240

Phone: 3.880, 7.290, 14.280, 21.380, 28.320

73, A1 N5AIT

modsteph@acs.eku.edu

Allan Stephens

Richmond, Kentucky

LOOKING FOR (WTB): Morrow RTS-600S ps/spkr

Multi-Elmac M-1070 ps

Harvey-Wells APS-50 ps

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996

From: Laird_Tom_N@90.deere.com

Subject: Collins antebba tuner

Message-ID: <H00005a003932b3d@MHS>

I am interested in learning the frequency range of the following antenna tuner. It was made by Collins Radio and the type number is CU-737/180U-2. It is rated at 100 watts, but I do not know the frequency range, from xx MHZ to xx MHZ.

Tom Laird WC9M Moline, IL

TL39597@deere.com

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996

From: Spencer Petri <spetri@e-tex.com>

Subject: Re: CONELRAD monitor

Message-ID: <m0v3xEy-0002GCC@e-tex.com>

Ah, the good old days. A CONELRAD monitor was a BC Rx tuned to a local station. A relay driver was connected to the AGC line and when the sta went off the air you got what ever alarm the relay was connected to. Of course they came store boughten also.

73 de Pete WA5JCI

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996

From: KA9EGW@aol.com
Subject: Re: CONELRAD/EBS equipment
Message-ID: <960919234502_288976995@emout13.mail.aol.com>

I may be wrong, but my understanding of how the system worked was that since 1240 is a "graveyard" (local, 1 kw day/250w night only) channel, and 640 in those days was a "clear channel", anyone could get at least one of those 2, and those were the two that went off the air in event of attack; hams were required to monitor 1240 and the absence of a carrier there was taken as a sign attack was imminent. Of course, with most graveyard stations being low-buck shoestring operations with equipment of questionable reliability, perhaps that's why 640 was chosen for the other freq--clear-channel powerhouses are big-money, state-of-the-art operations.

Somebody clarify this if I've got it wrong, please.

73, Brian KA9EGW

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Nick England <nick@cs.unc.edu>
Subject: Re: CONELRAD/EBS equipment
Message-ID: <199609201245.IAA25521@altair.cs.unc.edu>

Some of the comments here have been 180 degrees off-

Broadcast stations on other frequencies were required to go off the air or shift to 640 or 1280 kc. Listeners knew that they should tune to one of those two frequencies for emergency information and instruction. That's why the radio dials had Civil Defense logos at those points. I think 1280 kc is right rather than 1240 as someone said, but might be misremembering.

Someone with a broadcast background might tell us what was required on their side, but here is the ham radio connection:

Hams (and other services presumably) were required to cease transmitting during a Conelrad alert. This could be detected by a non-Conelrad AM station going off the air. Automatic devices (including the Heath CA-1 Conelrad Alert) were hooked up to the AGC line of a broadcast receiver tuned to a normally-on non-Conelrad station. When the broadcaster went off the air, the CA-1 would open the AC line to your ham xmtr too - (or you could wire the CA-1 to energize a big red light bulb, sound a siren, start closing the titanium blast doors on your bomb shelter, etc.)

Seems to me this was all covered a year or two ago on BA.

Nick KD4CPL, who still has his old Civil Defense training manual squirreled

away somewhere in the basement

Nick England KD4CPL nick@cs.unc.edu Univ. Of North Carolina
http://www.cs.unc.edu/~nick Chapel Hill NC

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: CONELRAD/EBS equipment
Message-ID: <Pine.ULT.3.95.960920080905.11608A-100000@admin.aurora.edu>

On Thu, 19 Sep 1996, bpaine wrote:

> I seem to recall that CONELRAD operated on a 1000-cycle (in the days before
> Hertz) tone, and that stations shifted to 640 or 1240 kcs if and when the
> system was activated. I think they dropped, returned and dropped the carrier
> at 5 second intervals, followed by a 1000-cycle tone for 15 seconds, then
> the message "If this had been an actual emergency,...." and so on.
> I think, too, that the system relied on the equipment being set off when it
> detected the drop in carrier followed by the tone, or some similar setup.
> The tie-in with ham radio is, according to something I read, hams were
> required to have decoding equipment in their shacks. If the big event took
> place and the broadcasters, in your area and in everyone else's, had enough
> warning to turn the system loose, hams would have been forewarned and shut
> their stations down.

You are correct in all regards. Kaar and others made high-priced Conelrad
monitors for station use. I think Knight or Heath made adapters for hams
to wire into a typical AC/DC BC radio. At the station, we had to monitor
WGN here and log each weekly test when it was received.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Al Klase <alklase@prolog.net>
Subject: Re: CONELRAD/EBS equipment
Message-ID: <199609201453.KAA11014@ns1.ptd.net>

At 07:46 AM 9/20/96 -0500, Nick England wrote:

>Some of the comments here have been 180 degrees off-
>
>Broadcast stations on other frequencies were required to go off the air or
>shift to 640 or 1280 kc. Listeners knew that they should tune to
>one of those two frequencies for emergency information and instruction.

>That's why the radio dials had Civil Defense logos at those points.
>I think 1280 kc is right rather than 1240 as someone said, but might
>be misremembering.
>

I'm certain the freq's were 640 and 1240. This was hammered into my
brain by government propaganda at a tender age.

73, Al

Al Klase - N3FRQ
alklase@prolog.net
Flemington, NJ

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: hagelin@magi.com (Richard Brisson)
Subject: Digest Help !
Message-ID: <199609201256.IAA14659@istar.ca>

Hi everyone -

I am somewhat of a packrat not only when it comes to old equipment but useful
information which can be found in BA Digests. I have/had most of the thread
since Digest #275 ... I recently got a new PC and started transferring old
digests over and promptly lost digests #828 to #885 at the start of the
transfer ! That really made me #@S%^&A*&!C%&%R!@#E!\$B^&^L\$#?E<?!U%\$# upset !!!

Anyway, I will try two options. If anyone has kept records of that sequence
of digests and would be willing to email some (hopefully no more than 4),
please send me an email. The hope would be that about 15 subscribers
have kept their digests and would be willing to bail me out.

The second option is probably the one which will prevail. I know a number
of you keep your digests and if anyone is willing to fill two 3.5" diskettes
and mail them to me, I would be happy to pay for one's troubles and diskettes.

Please email me directly at hagelin@magi.com if you can help.

Now back to BA-BW with substance.

Richard.
(Navan, Ontario, CANADA)

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: DEE ALMQUIST <SOUNDNMIND@rica.net>
Subject: DX-60 & EFJ CHALLENGER SOLD
Message-ID: <19960920133205875.AAA117@har-dialin-31.rica.net>

Thanks to all that repoded but cash worked best this time. Will have much more stuff comeing up, stay tuned.
Dee, W4PNT

PATTY AND DEE'S MARINA, COLLECTORS OF BOATANCHORS, ETC.

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: RE: Electronic T-R switches
Message-ID: <01I90ISKCJN60013V0@ACS.EKU.EDU>

Once upon a time I used a Johnson T-R switch which I bought new... I had a problem with it feeding through hash noise from the transmitter to the receiver...

73, A1 N5AIT
modsteph@acs.eku.edu
Allan Stephens
Richmond, Kentucky
LOOKING FOR (WTB): Morrow RTS-600S ps/spkr
Multi-Elmac M-1070 ps
Harvey-Wells APS-50 ps

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: midshires@cix.compulink.co.uk (Andrew Emmerson)
Subject: Re: Faraday
Message-ID: <memo.950182@cix.compulink.co.uk>

People who make such awful jokes should be _cage_d up!

Andy, G8PTH.

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: lblaske@pclink.com (Lee Blaske)
Subject: Re: Faraday
Message-ID: <v02130500ae6882eec5bf@[206.11.0.56]>

Andy, G8PTH wrote:

>People who make such awful jokes should be _cage_d up!

My sentiments exactly. Thanks for this Joule of wisdom, Andy!

Lee AA0EF

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: k1zat@dsport.com
Subject: Re: Faraday
Message-ID: <Pine.GS0.3.95.960920205444.11779B-100000@puff>

> People who make such awful jokes should be _cage_d up!

booooooooooooooooooooooooooh

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: RhyneK@aol.com
Subject: FS: Hallicrafters SX-99 Rcvr
Message-ID: <960920104320_289194957@emout04.mail.aol.com>

I have for sale a Hallicrafters SX-99 General Cov. with Ham Bandsread rcvr. in very good condition. It works well and cosmetically it about a 9 on a scale of 1 to 10. It has all the original knobs. I am asking \$99.00 plus shipping for it.

Reply via e-mail or call via phone at 508-392-9943 ask for Rhyne.

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: KA9EGW@aol.com
Subject: Re: Grayslake CFMC fest - who's gonna be there?
Message-ID: <960919233920_288972885@emout02.mail.aol.com>

I'll be there--will try to be at the coffee bar at straight-up noon, or 146.52 for as long as my battery lasts. Look for the maroon '96 Ford pickup. I'll have a big pile of tubes and some BA parts rigs...and a working Viking 2 to sell.

Brian KA9EGW

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: mknudsen@lucent.com
Subject: Re: Grayslake CFMC fest - who's gonna be there?
Message-ID: <9609201746.AA07769@bock.ih.lucent.com>

I'll be there all day Sat, but not Sunday.
Will have a trunkload of random BA stuff to sell -- some parts,
Army code trainer with many reels of tape, scope, etc.

Tempted to unload my DX-100 and Viking II also, but might as
well wait till next year -- might get 'em on the air over the winter.

But of course what I REALLY want to do is look, buy, twirl knobs, buy,
haggle, and buy -- don't tell the XYL :-) 73, mike k aa9rg

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: KA9EGW@aol.com
Subject: Re: hard rubber
Message-ID: <960920185716_482549851@emout17.mail.aol.com>

bowling balls are made of hard rubber, too--at least they were until the new
resin balls took over the market. Methinks any restoration technique,
polish, etc that'll work on an old-fashioned black hard rubber bowling ball
would work on a hard-rubber radio panel too. Another item that comes to mind
is the tire paint used by used-car dealers to make those tires look shiny and
new.

I have no direct experience with either, just passing along some musings.

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: tomrice@netcom.com (Tom R. Rice)
Subject: Hard-Rubber Panels?
Message-ID: <199609202134.0AA04664@netcom22.netcom.com>

One of the gadgets on my test bench is a Leeds &
Northrup 4-dial resistance box. It has nice shiny
Bakelite knobs, but the actual panel is made of
what used to be called "hard rubber", about 3/8 inch
thick. This material is getting a tired, greenish
look.

I expect this sort of material was used in a number
of old radios. The question, then, is how to restore
its original smooth black appearance.

Suggestions gratefully accepted.

73 de WB6BYH

--

"Start off every day with a smile and get it over with." --W.C.Fields
Tom R. Rice
tomrice@netcom.com
CIS: 71160,1122

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: "Lloyd A. Scott, Jr." <wpul11130@concentric.net>
Subject: Help
Message-ID: <32429828.34C1@concentric.net>

I have what appears to be a UHF oscillator, WWII era. The only ID is
a contract number: 9245-wf-43 s/n 6580:czr. Housed in Black box, short
verticle antenna, tuned cavity, two type US Navy 955 tubes, battery
operated. Does anyone know what this is. Thanks
Lloyd Scott

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "Joseph W. Pinner" <kc5ijd@dns1.net-connect.net>
Subject: Re: Help
Message-ID: <199609201646.LAA03949@dns1.net-connect.net>

>I have what appears to be a UHF oscillator, WWII era. The only ID is
>a contract number: 9245-wf-43 s/n 6580:czr. Housed in Black box, short
>verticle antenna, tuned cavity, two type US Navy 955 tubes, battery
>operated.

Sounds like a TS-1/ARR-1 test oscillator for the ARR-1 and ARR-2
navigation radios.

Frequency is 246 Mc. Modulation frequency is 710 Kc. Power required is 6
VDC and 90 VDC.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@net-connect.net or kc5ijd@aol.com

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996

From: "Chuck Rippel" <crippel@exis.net>
Subject: HP-410C Probe Diodes
Message-ID: <199609201212.IAA03214@marlin.exis.net>

There is some confusion about which diode goes in the probe of the HP-410C and HP-410B VTVMs. Two diodes are commonly advertised, the 2-01C and the EA-53. One diode is a 5V and the other a 6.3V.

The 410B uses the 2-01C but has an internal adjustment which will allow it to accomodate either diode. The HP-410C has no such adjustment and must use the EA-53 diode in its probe.

This information from an HP repair technician whom I asked about getting a diode for my '410C.

+++++

Chuck Rippel Real Radios Were Made in
crippel@exis.net Cedar Rapids, Iowa

+++++

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: Steve Miller x6078 <smiller@motown.lmco.com>
Subject: HP-410C Probe Diodes
Message-ID: <199609201842.0AA08158@bear.motown.lmco.com>

While we are on the subject of probe diodes: does anyone know which one of the tubes Chuck mentions is used in the replacement probe that has been sold as part of the ME26 meter? Halted specialties and even a couple of list members have had these items from time to time. They have a plastic probe case shrouded with a rubber covering. I have on on a 410B and I was assuming it was a 2-01C but would sure like to know if I am on target here.

Steve
Kd2Ed

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "Joseph W. Pinner" <kc5ijd@dns1.net-connect.net>
Subject: Re: HP-410C Probe Diodes
Message-ID: <199609201910.0AA06410@dns1.net-connect.net>

>While we are on the subject of probe diodes:does anyone know which one of the
>tubes Chuck mentions is used in the replacement probe that has been sold
>as part of the ME26 meter? Halted specialties and even a couple of list
>members have had these items from time to time.

Have not take one of my probes apart, but I the manual says it is an

EA-53.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@net-connect.net

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: cmthomp1@facstaff.wisc.edu (Clark M. Thompson)
Subject: HQ-170 update
Message-ID: <199609201419.JAA147469@audumla.students.wisc.edu>

First of all, a big thank you to all who responed to my request for help with the resurrected HQ-170. I have a copy of the manual on it's way. It's good to be back with the group!

Last night I decided that I would go ahead and reverse the wiring on 1st 3035 kHz IF transformer. Low and behold, the sensitivity jumped up by at least 20 dB. So I did have the thing in there backwards! I'm surprised that it had worked as well as it did.

Now I think about the only thing it needs is an alignment. I'll wait to get the manual to attempt that...

Won't be going to Gray's Lake this weekend (boo hoo). But I will go to a little talegate swapfest here in Madison on Sunday.

Meanwhile, I have an NC-303 and matching speaker on it's way to me. For once what I wanted wasn't sold when I called!

73,

Clark, KD9QI

cmthomp1@facstaff.wisc.edu

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: DEE ALMQUIST <SOUNDMIND@rica.net>
Subject: KRONHITE FS
Message-ID: <19960920140510265.AAA101@har-dialin-31.rica.net>

Hello all

I have a Kronhite DCA 50R that needs a good home before I decide to part him out. This is a very nice DC to 50kc amplifier rack mount, heavy, uses 4 6DQ5s and has on board voltage regulation (4 6AS7s). I have no manual on this unit so no nothing more about what its for. The engineer that put it in my hands says it operates to specs whatever that is. Its super clean inside, never been in moisture or been abused.

ANY INTEREST? This is one that I will trade for ???

Dee,W4PNT

PATTY AND DEE'S MARINA, COLLECTORS OF BOATANCHORS, ETC.

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996

From: "B. D. Hall" <BDHall@ghgcorp.com>

Subject: lighter than air gases

Message-ID: <3242C615.69E8@ghgcorp.com>

While discussing "flying" antennas to new heights with ballons, someone mentioned that CO2 and propane would be lighter than air. This is incorrect, and now that I am at work with my chemistry book, I can prove it.

According to my chemistry text, to figure out the density of a gas, you need to figure out the molar mass, or MM. Molar mass can be found by multiplying the subscript of the atom by the subscript, and then adding all of them up.

For instance, propane is C3H8. So $MM = 3(12.011) + 8(1.00794) = 44.09652$ grams per mole.

Density can be found with the following formula:

$$\text{density} = \frac{\text{Pressure} \times \text{MM}}{\text{gas constant} \times \text{temperature}}$$

For propane at 1 atmosphere (sea level) and 27 degrees C (300 Kelvin),

$$\text{density} = \frac{1.00 \times 44.09652}{0.0821 \times 300} = 1.790 \text{ grams/liter}$$

In comparison, air has a density of 1.2250 grams/liter. Therefore, a ballon full of propane will sink, not rise in air! For comparison: CO2=1.786 grams/liter

He=0.1624 grams/liter
H=0.0409 grams/liter

Looks to me that either helium or hydrogen is your best bet. Heck, with a large enough power supply (maybe a use for that 5 volt 100 amp P/S I have, hmmmnnn...) you probably could make enough hydrogen yourself. However, I think I'd rather pay the money for helium and not worry about flaming ballons...

73,
Ben
--

* Benjamin D. Hall, Houston Texas *
* BDHall@GHGCorp.com BHall@GP802.jsc.nasa.gov *

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Dan Kerl <dlkerl@ro.com>
Subject: Litz wire source info...
Message-ID: <3242B720.318F@ro.com>

Litz wire is finding modern-day usage in switch mode power supplies. As a result, it's still being manufactured. The firm I'm currently associated with uses it in monitor horizontal deflection circuitry. The stuff we have is on 5 LB spools and made by a Chicago company called Kerrigan Lewis. It is nylon served, the individual strands being polyurethane insulated. This insulation is nice because it melts off when soldering, eliminating the need to scrape those fine conductors. I suspect that this company's product is only available through distributors like Electrical Insulation Suppliers.

(from <http://www.darnell.com/mfgs/g-m.htm>)
Kerrigan Lewis Wire
Products
4421 W Rice St.
Chicago IL 60651
312-772-7208
Products: Magnetics, Litz Wire

I have also heard that Amidon (the torrid core folks) carry Litz wire, although their web page (<http://websites.earthlink.net/~sold/amidon/>) doesn't indicate this. They will sell to individuals in small quantities.

AMIDON, Inc.

PO Box 25867
Santa Ana, CA 92799
Tel: 714-850-4660
Fax: 714-850-1163
sold@earthlink.net

Finally, our old friend Antique Electronics Supply sells Celanese-served
Litz 54/38 wire for a dime a foot (20' minimum order).

Dan Kerl
dlkerl@ro.com

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "E.V. Sandy Blaize" <ebjr@worldnet.att.net>
Subject: Re: Litz wire source info...
Message-ID: <19960920173301.AAC19406@LOCALNAME>

At 03:26 PM 9/20/96 +0000, you wrote:

>Litz wire is finding modern-day usage in switch mode power supplies. As
>a result, it's still being manufactured. The firm I'm currently
>associated with uses it in monitor horizontal deflection circuitry. The
>stuff we have is on 5 LB spools and made by a Chicago company called
>Kerrigan Lewis. It is nylon served, the individual strands being
>polyurethane insulated. This insulation is nice because it melts off
>when soldering, eliminating the need to scrape those fine conductors.
>I suspect that this company's product is only available through
>distributors like Electrical Insulation Suppliers.

>

>(from <http://www.darnell.com/mfgrs/g-m.htm>)

>Kerrigan Lewis Wire

> Products

> 4421 W Rice St.

> Chicago IL 60651

> 312-772-7208

> Products: Magnetics, Litz Wire

>

>

Dan,

The AES stuff is huge! Not suitable for small coils/chokes etc.

The other outfit requires a \$100 minimum order. Maybe we can pool
our resources. I'd like some more litz, say 15/44 or maybe slightly larger.
If

an of the builders out there are interested, maybe we can get together.

73

E. V. Sandy Blaize, W5TVW

"Boat Anchors collected, restored, modified, traded & used!"

===NOTE NEW E-MAIL ADDRESS===

ebjr@worldnet.att.net

===NOTE NEW E-MAIL ADDRESS===

417 Ridgewood Drive

Metairie, LA., 70001

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996

From: cmthomp1@facstaff.wisc.edu (Clark M. Thompson)

Subject: Loosening coil cores

Message-ID: <199609201624.LAA62003@audumla.students.wisc.edu>

Hi all,

Now that I'm just about ready to align my HQ-170, I have a question: Can I use WD-40 or contact cleaner with Teflon to lubricate sticky coil cores? Is there another product that would work better?

Thanks in advance,

de Clark, KD9QI

cmthomp1@facstaff.wisc.edu

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996

From: wj5j@juno.com (John D Hensley)

Subject: Magazines available

Message-ID: <19960919.212023.7951.0.wj5j@juno.com>

Hello to everyone,

I have some magazines available to anyone who wants them in return for almost anything junk box related as trade. (Think homebrew !)
Will hold for seven days and award to heaviest junk box offer. Otherwise they are going to the recycle bin where they probably belong :^) -

(A) QCWA Journal: 10-12 years continuous, including several member directories; occasional articles of BA interest.

(B) Morse Telegraph Club newspaper, late 80's, about 1 1/2" to 2" of reading.

(C) a few scattered issues of AWA Journal, punctuated by a few back issues of Tucker's Electronics catalogs, highlighted by a few Heath catalogs from the 70's-80's, finished off by one Allied Radio Catalog, probably from the late 60's or early 70's.

(D) Poor condition, but probably complete, manual for Heathkit SB-401 xmtr

Contact via private post < wj5j @! juno.com >

73, Doug

***** WJ5J / NNN0BXX *****
Wanted: Mech filter switch & rear 2 eccentric gears,
3kc & 1kc filters, Collins name tag, all for r388a/51J4.
Searching for KS1 p.s. for KL1, EV664 for parts, Nat'l
rack spkr, coil holder, and xcal for HRO-60R. T I A.
***** wj5j @ juno.com *****

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "Lloyd A. Scott, Jr." <wpul11130@concentric.net>
Subject: Many Thanks
Message-ID: <32431186.66C1@concentric.net>

Hi gang: Many thanks to pete, joseph and others who identified my mystery piece of gear. This was given to me by my mother and father for Christmas some 30 years ago and has been sitting in my bookcase since. If anyone knows where I can find a manual for the TS-1/ARR-1 or the ARR-1 please let me know. Thanks
Lloyd Scott

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: frank_adams@onf.com (Frank Adams)
Subject: Meter Repair?
Message-ID: <60092382.82974862@onf.com>

Hey, does anybody know of a shop still expertly repairing meter movements? If I missed this one in the exisitng files, please forgive. Yup, we know most panel meters can be had NIB for five bucks, but there are those model-specific S-meters and such with repairable ailments, yes? Kindly email.

Frank

--- OffRoad 1.0 unregistered

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: frank@rover.bsd.uchicago.edu (Frank R. Borger) (by way of steve@hi.com (Steve Byan))
Subject: National RAO-1, What's it worth?
Message-ID: <DxzJ5C.Mso@midway.uchicago.edu>

I have a National Model RAO-1 short wave receiver, circa 1938. It's a 10-tube superhet with added box on back providing an additional stage of tuned rf amp.0.54-30Mc, Rack and pinion band switching.

Don't have matching speaker,

Includes manual, several spare tubes

Was working a couple of years ago, haven't tested it lately, (would suggest variac technique on an initial turn-on.) I hate to see it just sitting there, somebody who is interested should be using it.

What is it worth?

Would anybody be interested?

Frank R. Borger - Physicist	---	What's the best way to tune a Banjo?
Michael Reese - U of Chicago	---	With an Axe! - What's the difference
Center for Radiation Therapy	_) _	between a dead skunk and a dead banjo
net: Frank@rover.uchicago.edu	\ _)	player on the road? The skunk was on
ph: 312-791-8075 fa: 791-3697	_)	his way to a gig!

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: jproc@worldlinx.com
Subject: RE: NAVY GEAR
Message-ID: <Chameleon.4.01.2.960920205058.jproc@>

Ray,

I wish you the best of luck with your radio room restoration aboard the USS Cabot. Hopefully, yours will not take as long as mine since you are trying to find BA's which are relatively more common than the 'darlings' on my manifest.

For those who are not familiar with the ship, here are a few facts:

Type : Light Aircraft carrier (Independence class)
Launched : Apr 15/43 at Camden N.J.
Commissioned : July 24/43
Decommissioned: 1967
Length : 622 ft 6 in.
Beam : 71 ft, 6in
Displacement : 11,000 tons
War theatres : Leyte Gulf, Okinawa, Iwo Jima
Address : New Orleans, LA

What's unusual, is the fact that this carrier was built on the converted hull of the incomplete cruiser Wilmington. After de-comissioning she was turned over to Spain and was renamed SNS Dedalo until 1989 when the Spanish government returned the carrier back to the US as a gift.

Well BA'ers - let's get on with it and help Ray achieve his vision :-)

Regards,

~~~~~  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinux.com  
Radio Restoration Volunteer  
HMCS Haida, Toronto Ontario  
~~~~~

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: knudsen@gvmail.ih.lucent.com
Subject: NCX-5 -- Mark 2?
Message-ID: <9609201649.AA07702@bock.ih.lucent.com>

Thanks to Herb in Alaska for tipping me off about the existence of the Mark 2 verison of the NCX-5.
It is also in the BA TX book.

Now I'm confused about my unit. It is a 74-series serial number. No "Mk II" or other stampings on the chassis back. And the back is labeled for the older type of sweep-tube finals. But a flashlight into my PA compartment reveals the newer 6JB5 (6JB6?) tubes. And I can't for the life of me find V10, the infamous 7360 tube that was sanded out of existence in the Mk 2. Sooo, maybe I have a Mk 2 that just doesn't advertize the fact. Oh happy days, tho maybe the newer finals are harder to find than the old, anyone know?

I fired her up into a dummy load last nite and she seems to work on SSB, tho I can't get CW to work nohow, even hitting the mike switch.

Also I think the beatup Turner mike I got with the Swan 500C (now there's a great rig!) has a screwed up PTT switch that puts 60 Hz hum down the audio line when not pressed -- maybe opens the audio instead of shorting it. Tnx to the NCX-5 manual for warning you to check your mic's PTT wiring, and to defeat it for VOX use.

Yes, the NCX-5's VOX works. Swan came without it (optional plug-in) :-(

BTW, the NCX-3 and NCX-5 use the same ACPS, except the -5 requires a series dropping resistor to be halved by wiring a shunt resistor past a couple existing ones. This had been done on the -5 unit. Would it endanger the NCX-3 to use the modified PS on it too? Its supply is not modified. My NCX-3 works really smooth, tho I haven't tried to key it on CW yet.

PS: Read the mail on 7050 last nite. W5BFJ (sp?) had a solid, crisply keyed note from his homebrew rig -- was that rockbound? But W1AW and the dope dealers were really clobbering the QRG, so I had to use the R4A -- now there's a do-it-all rx!

Is there *any* xcvr with CW selectivity in its rx?
73, mike k aa9rg

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "JOHN A. KING (WA1ABI)" <JAK@SUD2.ED.RAY.COM>
Subject: Need 12V pinout for Communicator IV
Message-ID: <01I9P9PHK0768WW285@SUD2.ED.RAY.COM>

Can anyone give me the 12 volt hookup info for the Gonset Communicator 4? I plan on using it on the trip up to the Hosstrader's flea market in Rochester, NH. Maybe I'll hear some of y'all up there on 50.4 AM.

TIA and 73,

John King WA1ABI

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996

From: Terry Burge <terrybu@netman.ENS.TEK.COM>
Subject: Portland hamfest this weekend
Message-ID: <9609201549.AA28907@netman.ENS.TEK.COM>

For anyone around the area, the Portland, Oregon Hamfest put on by the Hoodview ARC (or something like that) is happening this Saturday from 9AM-4PM at the old Pay-N-Pack building near Portland Meadows. Near Jansen Beach on Martin Luther King Blvd. Don't know the talk in frequency but it shouldn't be too hard to find out locally. This is the second one they have had and last years was a good start so this one should be better. Portland/Vancouver has been needing a good hamfair since the Clark County one disappeared so this has real potential of becoming a good one. Don't have the flyer with me but I haven't seen anyone post about it here so I thought I would.

Terry
KI7M

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: Tom Wachtel <twachtel@i1.net>
Subject: Power Supply Plans
Message-ID: <3242B684.157F@i1.net>

Hi fellow BAers.....

I'm looking for the plans to build a 12V DC power supply that will handle 20-25amps. Any suggestions????

Thanks...

de Tom KB0WUP

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: lkayser@rideau.net (Larry Kayser)
Subject: Second Offering, T-4X Front Panel
Message-ID: <199609201907.PAA29161@mail.peterboro.net>

Greetings:

I picked up a very good front panel for a T-4X a while ago, it has been at several flea markets over the last few years, today I brought it home for someone on the Boatanchors list. The panel is in excellent condition, a stingy 8 on a scale of 10. There is a tiny bit of damage in the upper left corner above the S meter and I am sure a careful craftsman could dress this

out if it was important. What ever the knob is at the bottom just left of center has some small tool marks around it. If you have a panel that some how has the letter worn off or an extra hole somewhere or what ever this is the new panel for you.

Price, mailing included, \$6.

reply to me directly please. If no one picks this up, I will put it in my scrap aluminum pile, a shame as I am sure someone has a T-4X with a damaged front panel.....

Larry

va3lk / wa3zia

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "E.V. Sandy Blaize" <ebjr@worldnet.att.net>
Subject: Still looking for:
Message-ID: <19960920233133.AAA3333@LOCALNAME>

Still looking for someone with a Hickok model 800A tube tester who has a manual and "tube settings" book for same they can photocopy.
73,

E. V. Sandy Blaize, W5TVW
"Boat Anchors collected, restored, modified, traded & used!"
===NOTE NEW E-MAIL ADDRESS===
ebjr@worldnet.att.net
===NOTE NEW E-MAIL ADDRESS===
417 Ridgewood Drive
Metairie, LA., 70001

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: frank_adams@onf.com (Frank Adams)
Subject: Surplus Conversion Manual
Message-ID: <2041560895.82974974@onf.com>

I have happened upon Surplus Conversion Manual #2, covering ART-13, TA-12-B/C, and many other units. It is not in the best of condition (some cover stains and a few minor notes), but is reproduceable. If anyone is interested in having copies (125 pgs), please email letting me know what you think a copy would be worth to you, and if there is enough interest I'll have a bunch made up for distribution. If you've never seen these manuals, they have a lot of

good info on reuse of military rigs. My understanding is that there were 4 of them printed. Not trying to get rich here, just want to make the effort (if any) worthwhile.

Frank

--- OffRoad 1.0 unregistered

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: "Garey Barrell, K40AH" <75025.73@CompuServe.COM>
Subject: T-R Switch Stuff
Message-ID: <960920150055_75025.73_FHD52-1@CompuServe.COM>

Al, N5AIT wrote:

> Once upon a time I used a Johnson T-R switch which I bought
> new... I had a problem with it feeding through hash noise from
> the transmitter to the receiver...

>From the Johnson 250-39 manual (with copies going out
worldwide from here!!!!).....

"It might be mentioned at this point, that any noise present at the transmitter output in the receiving condition will be amplified by the T-R Switch. It is essential that the transmitter be blocked off sufficiently in the receive condition so that diode noise from the power tubes is not present. Most commercial transmitters such as the Johnson Ranger, Valiant, Pacemaker, 500 etc. have sufficient blocking bias to suppress this noise. If noise is experienced in the receive condition, it may be necessary to take steps to eliminate this noise from the station transmitter."

Nothing to it, right??

73, Garey - K40AH
75025.73@compuserve.com
Atlanta

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: Stanley Siegel <SIEGELS@turing.law.nyu.edu>
Subject: T-R Switch Stuff -Reply

Message-ID: <s24281c6.003@turing.law.nyu.edu>

Re the problem of noise: years ago, I tried using a B&W switch to achieve QSK with the 75A-4 / KWS-1 combination. The blocking bias on the KWS-1 (in the transmit-CW position with key open) was not enough to prevent heavy noise on receive. I wasn't ready at that time to dig in and change the circuitry to solve the problem, and may still not be ready to do so. But I would love to hear a solution!

73, Stan W6TJS

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: KA9EGW@aol.com
Subject: Re: T-R switch suckout
Message-ID: <960919233627_288970681@emout15.mail.aol.com>

the cure? Couple the t-r switch input to a 2-3 pF "gimmick" connected to the "cold" side of the plate-to-pi-network coupling cap, i.e. the "hot" side of the pi-net plate tuning cap. By so doing, the pi-net functions as an additional tuned circuit on the rx input, and 2-3 pF will keep the levels low enough to keep from burning out the front end, while the impedance step-up through the pi-net provides a better match to the t/r switch input.

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: arc5@ix.netcom.com (David Stinson)
Subject: TCS-14
Message-ID: <199609201526.IAA13923@dfw-ix7.ix.netcom.com>

Will the person who needed TCS-14 equipment please email me? I have a source for you.
Dave AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: W2CRS@aol.com
Subject: Thanks! Fiver tubes info/offers and more
Message-ID: <960920003826_106303605@emout01.mail.aol.com>

Thanks so much to those who responded to my request for information about, availability, and prices of "Fiver" tubes, and info on the value of the tubes I mentioned as possible trades. Does anyone know if the Antique Electronic Supply tube catalog is available online!

Here's what I'm restoring with the help of Garey, K40AH. I had a cream colored radio that Santa put under the Christmas tree in 1948 when I was eight years old. I think my cream colored Philco 48-200 is the same model. When I picked it up at an auction five years ago I didn't know why. Now I do!

Now a trade offer: In my attempt to learn trouble shooting so that I can join the BoatAnchor party, I find that I need an inexpensive, working AF/RF signal generator WITH manual. Does anyone have a Heath, EICO, or similar simple, working signal generator they would be willing to sell or trade for some 6146's, 6V6's, 7291's 6LQ6's 6DS4's, 6CW4's or other tubes I have. Thanks and 73,
Doug W2CRS

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Transceiver CW Filtering (Was: NCX-5 -- Mark 2?)
Message-ID: <199609201729.MAA06518@dlep1.itg.ti.com>

At 11:53 AM 9/20/96 -0500, Mike Knudsen wrote:
>
>Is there *any* xcvr with CW selectivity in its rx?

Yes sir. Look no further than Heathkit. The SB-102 has switch selectable CW filtering. Heath sold a 400 Hz filter which I used for a while until I upgraded to a third party manufactured 250 Hz filter (which, BTW, is a much better filter).

Similarly, the SB-101 provisioned for the filter as did the HW-101.

None of the other transceivers that I've got provisioned for additional CW filtering, nor am I aware of any other BoatAnchor transceivers which did so. (Of course, the fancy riceboxes do!)

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com
Views expressed herein are no one's fault but mine.

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996

From: afpgreg@state.me.us (Paul V. Gregory)
Subject: Transceiver CW Filtering (Was: NCX-5 -- Mark 2?)
Message-ID: <199609201842.0AA08763@gatekeeper.ddp.state.me.us>

>>Is there *any* xcvr with CW selectivity in its rx?

>Yes sir. Look no further than Heathkit...snip....
> nor am I aware of any other BoatAnchor transceivers which did so.

Ahoy,
Didn't Drake's TR4Cw offer narrower filtering than the plain vanilla TR-4C? If not, what was the difference between the two?
--Paul

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: DEE ALMQUIST <SOUNDMIND@rica.net>
Subject: TUBE ID
Message-ID: <19960920135341359.AAA157@har-dialin-31.rica.net>

Any one know anything about this bottle? Phillips QE 08/200 A five pin base w/huge anode cap, 2 super thick carbon plates, 3 heaters running horizontantly, and is a triode. Bottle is approx 5" tall, no metal base.

Dee, W4PNT

PATTY AND DEE'S MARINA, COLLECTORS OF BOATANCHORS, ETC.

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: lblaske@pclink.com (Lee Blaske)
Subject: Up, Up and Away!
Message-ID: <v02130500ae67ee8ec05b@[206.11.0.85]>

Balloons and vertical antennas really don't have much to do with BA's, but I thought it would be kosher to mention that Fair Radio sells balloons for the purpose. If you want some vintage balloon excitement in your life, they also sell some rather dangerous sounding hydrogen generator canisters (helium for a 7' balloon can get expensive!).

RF popping a hydrogen balloon could be quite exciting. You could be the first on your block to have a mini Von Hindenburg disaster.

73,

Lee AA0EF

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: "David L. Thompson" <thompson@mindspring.com>
Subject: Re: Using balloons archives
Message-ID: <199609201701.NAA10969@answerman.mindspring.com>

Mark, K5AM pointed out that the KA9FOX web page has only one article on balloons supporting antennas. Joe K8JP has a complete set of messages on this matter which I must consolidate and will be glad to send to anyone off line via E-mail.

BAers need antennas and many of the balloons are WW II or Korean war jobbies so do fall into a different breed of BA sans tubes. BAers need antennas to make the glow bugs work!

With that said send me an E-mail if you want the summary. I am sending a copy to Mark!

Dave K4JRB

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: rs@ham.island.net
Subject: Re: Vertical Wire on Balloon?
Message-ID: <ZJeJuD2w165w@ham.island.net>

Neal McEwen <nmcewen@metronet.com> writes:

> Mike Maloney wrote:
> > 6. This scheme is limited to times where there is no wind. Keep close tabs
> > on the weather. Dont put it out if storms are anywhere near.
> > Can't remember how many years ago I saw it, but it was called a
> "kite-toon". A balloon with some aerodynamic surfaces. It was made especially
> for keeping a wire vertical in a stiff wind for just such purposes as the
> original posting suggested. Think it was in QST about 20 to 30 years ago.

Around here they rent (or sell) balloons for advertising purposes that look like miniature WWII barrage balloons - sort of oval with four stabilizers at the rear - two vertical, two horizontal. They seem to keep the tether line much more vertical than a simple balloon does - I

suppose it's the air moving past the stabilizers at the rear that pushes it up somewhat.

73 de Bob, VE7HS

rs@ham.island.net

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: christopher.demeroukas@accessil.com
Subject: Weston 432
Message-ID: <9609200640.09DU200@accessil.com>

Hello BAers:

Anyone have an operations manual for a Weston 432 wattmeter (copy or original) for sale? Thanks.

Chris

06:15 CDT 9/20/96

From boatanchors@theporch.com Fri Sep 20 10:32:28 1996
From: "TOM CLINTON" <TOM_CLINTON_at_AS0200@mail.hq.faa.gov>
Subject: WTB - XCU-303 Xtal calibrator
Message-ID: <9608208432.AA843234367@mail.hq.faa.gov>

Thanks to everyone who responded to the B&W 5100B question. Within a very short time someone offered a manual copy - what a group!

Now wondering if anyone has a XCU-303 calibrator for sale or trade (the one that receives WWV) in order to complete the restoration of my NC-303. I have a XCU-300 which is compatible but doesn't have the WWV provision.

Tom Clinton, Marietta, GA, AD4ML ...in relentless pursuit of low-efficiency, high-maintenance, grotesquely overweight, but eminently lovable communications gear.

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996

From: arc5@ix.netcom.com (David Stinson)
Subject: WW-II RADAR EQUIPMENT
Message-ID: <199609201528.IAA29391@dfw-ix8.ix.netcom.com>

Will the members who were collecting WW-II radar gear
please contact me? I have a source for you.
Dave AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Fri Sep 20 20:34:12 1996
From: Larry Keith <KQ4BY@IX.NETCOM.COM>
Subject: [Fwd: Re: R-8A for SWL DX and HAM work?]
Message-ID: <3242DEE0.4E8E@IX.NETCOM.COM>

This is a multi-part message in MIME format.

-----234C709010C7
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Hold on folks. This really ain't about that sand based stuff, per se..

Note the last paragraph of the posting.

If Drake is considering getting back in the ham transceiver market, I
would encourage everyone to drop them a line stating that the amateur
community would support another American manufacturer. Obviously, I
think we would and I intend to follow my own advice.

73,

Larry, KQ4BY

Waiting for the day I can say: "Rig here is a set of Drake twins. One is
a TR-4 and the other is a TR-8!"

-----234C709010C7
Content-Type: message/rfc822
Content-Transfer-Encoding: 7bit
Content-Disposition: inline

Path: ix.netcom.com!ix.netcom.com!ix.netcom.com!news-peer.gsl.net!news.gsl.net!
hunter.premier.net!www.nntp.primenet.com!nntp.primenet.com!news.sgi.com!
sdd.hp.com!night.primite.wisc.edu!newsspool.doit.wisc.edu!news.doit.wisc.edu!news
From: Clark Thompson <cmthomp1@facstaff.wisc.edu>
Newsgroups: rec.radio.shortwave,rec.radio.amateur.equipment

Subject: Re: R-8A for SWL DX and HAM work?